

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

March 22, 2017
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| * Mayor John Giles, Mesa, Chair | Mayor Georgia Lord, Goodyear |
| Mayor Kenneth Weise, Avondale, Vice Chair | # Mayor Mark Mitchell, Tempe |
| Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee | Mayor Lana Mook, El Mirage |
| Mr. Dave Berry, Swift Transportation | Mayor Christian Price, City of Maricopa |
| Vice Mayor Bridget Binsbacher, Peoria | Mr. Mark Reardon, Vulcan Materials Company |
| Mayor Jenn Daniels, Gilbert | Mr. Jack Sellers, State Transportation Board |
| Mr. Doug DeClusin, Sunland Asphalt | Councilmember David N. Smith, Scottsdale |
| Councilmember Nora Ellen, Chandler | Mayor Greg Stanton, Phoenix |
| * Vice President Martin Harvier, Salt River Pima-Maricopa Indian Community | Ms. Karrin Kunasek Taylor, Arizona Strategies, LLC |
| * Supervisor Clint Hickman, Maricopa County | Mayor Jerry Weiers, Glendale |
| # Mr. Charles Huellmantel, Huellmantel and Affiliates | * Mayor Sharon Wolcott, Surprise |

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

A video on public input opportunities was played.

The meeting of the Transportation Policy Committee (TPC) was called to order by Vice Chair Kenneth Weise, Avondale, at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Weise noted that Mr. Charles Huellmantel and Mayor Mark Mitchell were participating by teleconference.

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Vice Chair Weise recognized public comment from Mr. Andrew Marwick, a resident of Phoenix. Mr. Marwick stated that many promises were made by Proposition 400 and then the economy collapsed. He said that development styles have changed. Mr. Marwick stated that Loop 303 has been built, Loop 202 is under construction, and SR-30 appears to be advancing. He commented that there are many transportation needs, including potholes on SR-51, and he thinks the goal should be resurfacing ten to 15 percent of the freeway system annually until it is up to speed. Mr. Marwick stated that the segment of I-17 from Anthem to Cordes Junction has traffic accidents, curves, and 1960s barrels being used as temporary traffic barricades, and needs attention immediately. Mr. Marwick stated that traffic is exploding in the vicinity of Loop 101 from Shea Boulevard to Interstate 17 and planning is needed. He said that the Mini-Stack is a problem. Mr. Marwick stated that protecting corridors is a good idea and alternatives for light rail and bus rapid transit are needed. Mr. Marwick suggested dual HOV lanes from US-60 in Tempe to Loop 101 in Avondale, even adding an HOV lane through Deck Park Tunnel. Mr. Marwick stated that a lot more money needs to be spent in the city, and he added that he thought building out the farther out freeways such as Loop 303 was a waste of money, although the corridors could be protected. Vice Chair Weise thanked Mr. Marwick.

4. Approval of Consent Agenda

Vice Chair Weise stated that agenda items #4A, #4B, #4C, #4D, and #4E were on the Consent Agenda. He stated that public comment is provided for consent items.

No public comment cards had been received.

Vice Chair Weise asked members if they would like to remove any of the consent agenda items or have a presentation.

Mayor Lana Mook moved to recommend approval of Consent Agenda items #4A through #4E. Mayor Jenn Daniels seconded.

Vice Chair Weise asked if there was discussion of the motion.

Mayor Greg Stanton stated that he would be supporting the motion, in particular, agenda item #4D. Mayor Stanton expressed his appreciation to MAG and ADOT for their efforts with the City of Phoenix to work out an amendment for Chandler Boulevard between 19th Avenue and 27th Avenue to add an additional lane to the roadway to address community concerns in regard to Loop 202 construction.

With no further discussion, the vote on the motion passed unanimously.

4A. Approval of the February 15, 2017, Meeting Minutes

The Transportation Policy Committee, by consent, approved the February 15, 2017, meeting minutes.

4B. Approval of the Draft 2040 MAG Regional Transportation Plan for an Air Quality Conformity Analysis

The Transportation Policy Committee, by consent, recommended approval of the Draft 2040 MAG Regional Transportation Plan for an air quality conformity analysis. The 1990 Federal Clean Air Act Amendments require that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft MAG 2040 Regional Transportation Plan (RTP) needs to be conducted prior to consideration of the Plan for final approval. The Draft 2040 MAG RTP extends through FY 2040 and includes regional plans for freeways/highways, arterial streets, public transit, as well as plans for other transportation programs in the region. The Draft 2040 MAG RTP was recommended for an air quality conformity analysis on February 23, 2017, by the MAG Transportation Review Committee and on March 8, 2017, by the MAG Management Committee.

4C. Approval of the Listing of Projects for Inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program for an Air Quality Conformity Analysis

The Transportation Policy Committee, by consent, recommended approval of the listing of projects for inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program (TIP) and to proceed with the air quality conformity analysis. The Draft Fiscal Year (FY) 2018-2022 MAG Transportation Improvement Program (TIP) and the Draft 2040 Regional Transportation Plan (RTP) been under development since March 2016. All federally funded projects and regionally significant transportation projects (including local and privately funded projects) are required by federal law to be included in the draft TIP and draft RTP for the purpose of meeting the air quality conformity analysis requirements. The listing of projects for inclusion in the Draft FY 2018-2022 MAG TIP and the Draft 2040 RTP, and to proceed with the air quality conformity analysis were recommended on February 23, 2017, by the MAG Transportation Review Committee and on March 8, 2017, by the MAG Management Committee.

4D. Project Changes - Amendment and Administrative Modification to the FY 2017-2021 MAG Transportation Improvement Program, 2017 Arterial Life Cycle Program, 2035 MAG Regional Transportation Plan, and as Appropriate, for Inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program, Draft 2018 Arterial Life Cycle Program, Draft FY 2017 Transit Program of Projects, Working Draft FY 2018 Transit Program of Projects, and Draft 2040 MAG Regional Transportation Plan

The Transportation Policy Committee, by consent, recommended approval of the proposed project changes for the FY 2017-2021 MAG Transportation Improvement Program (TIP), 2017 Arterial

Life Cycle Program, 2035 MAG Regional Transportation Plan (RTP), and as appropriate, for inclusion in the Draft FY 2018-2022 MAG TIP, the Draft 2018 Arterial Life Cycle Program, the Draft FY 2017 Transit Program of Projects, the Working Draft FY 2018 Transit Program of Projects, and the Draft 2040 MAG RTP. The Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP) and amendment to the 2035 MAG Regional Transportation Plan (RTP) were approved by the MAG Regional Council on June 22, 2016, with the last modification approved on February 22, 2017. The 2017 Arterial Life Cycle program was approved by the MAG Regional Council on June 22, 2016, with the last modification approved on February 22, 2017. Since then, additional changes and modifications to these programs have been requested by member agencies. The requested project changes also would be included in the Draft FY 2018-2022 MAG TIP, Draft 2018 Arterial Life Cycle Program, Draft FY 2017 Transit Program of Projects, Working Draft FY 2018 Transit Program of Projects, and Draft 2040 MAG RTP as appropriate. Table A contains requests related to the Arterial Life Cycle Program. Table B contains requests related to highway and transit projects. On March 8, 2017, the MAG Management Committee recommended approval of the requested project changes.

4E. Changes to Regionally Significant Transportation Projects

The Transportation Policy Committee, by consent, recommended approval of changes to the opening dates for the Tempe Streetcar project, the Gilbert Road Light Rail Extension project, and the Peoria Transit Center and Phase II of the Park-and-Ride project for inclusion in the Draft FY 2018-2022 MAG Transportation Improvement Program, Draft 2040 Regional Transportation Plan, and amendment to the FY 2017-2021 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan, as appropriate, contingent on a new finding of conformity. A regionally significant transportation project is a project on a facility that serves regional transportation needs. MAG has received requests for changes to three regionally significant projects: The Tempe Streetcar project requires revision of its opening date to 2020, the Gilbert Road Light Rail Extension project requires revision of its opening date to 2019, and the Peoria Transit Center and Phase II of the Park-and-Ride project requires revision of its opening date to 2026. The changes would need to be included in the Draft FY 2018-2022 MAG Transportation Improvement Program (TIP), Draft 2040 MAG Regional Transportation Plan (RTP), and amendments to the FY 2017-2021 MAG TIP and 2035 MAG RTP, and will undergo necessary air quality conformity analysis as appropriate. On January 17, 2017, the MAG Transit Committee recommended approval of the change to the revised opening date for Tempe Streetcar. On February 21, 2017, the MAG Transit Committee recommended approval of the requested changes for the Gilbert Road Light Rail Extension project, and the Peoria Transit Center and Phase II of the Park-and-Ride project. The requested changes to all three regionally significant projects were recommended for approval on February 23, 2017, by the MAG Transportation Review Committee and on March 8, 2017, by the MAG Management Committee.

5. Exception to the Arterial Life Cycle Program Policies and Procedures to Reallocate Regional Funding to the Gilbert Road Bridge over the Salt River

Mr. John Bullen, MAG staff, stated that the Arterial Life Cycle Program (ALCP) is guided by policies and procedures that were approved by the MAG Regional Council in 2015. He explained

that the policies and procedures prohibit reallocation of savings from projects until the original project is completed. Mr. Bullen stated that the Maricopa County Department of Transportation (MCDOT) has requested an exception to the policies and procedures in order to reallocate funds. This represents the first time an exception to the policies and procedures has been requested.

Mr. Bullen stated that the reallocation request includes a transfer of approximately \$28.6 million in regional funding to the Gilbert Road Bridge project, which goes over the Salt River. He noted that this transfer includes \$10 million from project ACK-MCK-40-03, McKellips Road: Loop 101 to SRP-MIC/Alma School Road, and \$18.6 million from project ACI-DOB-10-03, Dobson Road: Bridge over the Salt River, to project ACI-GIL-20-03, the Gilbert Road: Bridge over the Salt River.

Mr. Bullen displayed a map of the projects, which are all in the vicinity of Loop 101/Pima, Loop 202/Red Mountain, and the Salt River.

Mr. Bullen described the Gilbert Road bridge project. Mr. Bullen stated that the project was included in the original ALCP, which contained \$14 million in regional funding (2016 dollars) for the construction of a new bridge at Gilbert Road. It would connect SR-87 north of the Salt River to Thomas Road south of the River. Mr. Bullen stated that the project is to replace the existing two-lane bridge, which carries southbound traffic, and low-flow crossing, which carries northbound traffic. He noted that design and review efforts have been ongoing. There are safety issues with current bridge, which was constructed in 1990 with components from a demolished bridge. Mr. Bullen noted that the current bridge is scour-critical, which means that the bridge needs to be monitored during heavy water flow to ensure it can support itself. Mr. Bullen stated that the low-flow crossing during water releases creates traffic congestion. He displayed a photograph of the low-flow crossing washed out by rain. Mr. Bullen stated that the project cost was estimated originally at approximately \$50 million, but is now estimated at approximately \$65.5 million. With only \$14 million in regional funding allocated, additional funds are needed.

Mr. Bullen described the McKellips Road project, Loop 101/Pima on the west and Alma School on the east. He noted that this project was envisioned in the original ALCP as a major reconstruction from four lanes to six lanes. Mr. Bullen reported that design efforts and traffic analysis indicate a six-lane roadway is not needed now or the immediate future, and instead, improvements should focus on safety. Mr. Bullen stated that the estimated cost for improvements is now \$10 million to \$12 million, far less than the \$22.9 million programmed.

Mr. Bullen described the Dobson Road bridge project, which connects 92nd Street north of the Salt River to the Dobson Road alignment. He reported that the project cost is estimated at more than \$70 million. He noted that the project was programmed in the original ALCP in the amount of \$18.6 million in regional funding and the request is to reallocate those funds to the Gilbert Road project.

Mr. Bullen noted that if approved, the funds for the Gilbert Road bridge project would total approximately \$42.6 million, or 65.5 percent of the project.

Vice Chair Weise thanked Mr. Bullen for his report and asked members if they had questions.

Ms. Karrin Kunasek Taylor stated that the project is estimated at \$65 million and has \$50 million in funding. She asked for clarification of the difference.

Mr. Bullen stated that the ALCP requires a minimum 30 percent match. The proposal is to reallocate \$28.6 million from two projects to the Gilbert Road project. Mr. Bullen stated that this would not quite reach the 70 percent threshold, but MCDOT indicated the reallocation was sufficient for them to move forward with the project, when combined with additional MCDOT funds.

Vice Chair Weise noted that no public comment cards had been received.

Mr. Roc Arnett moved to recommend approval of an exception to the Arterial Life Cycle Program (ALCP) Policies and Procedures to reallocate \$10 million in regional funding from the McKellips Road: Loop 101 to SRP-MIC/Alma School Road (project ACK-MCK-40-03) and \$18.6 million in regional funding from the Dobson Road: Bridge over the Salt River (project ACI-DOB-10-03) to the Gilbert Road: Bridge over the Salt River (project ACI-GIL-20-03) as part of the FY 2018 ALCP update. Mr. Mark Reardon seconded, and the motion passed unanimously.

6. Regional Freeway and Highway Program - 2016/17 Rebalancing

Mr. Bob Hazlett, MAG staff, stated that the process for the Regional Freeway and Highway Program - 2016/17 Rebalancing began in April 2016. He noted that the TPC last received an update on the Rebalancing at the February 2017 meeting. Mr. Hazlett referenced the map and list included in the agenda packet.

Mr. Hazlett stated that the estimated amount of surplus funds was \$640 million in April 2016. Mr. Hazlett stated that this amount has increased since then, due to working with ADOT, the certification of cash flow, and changes in federal, state, and Proposition 400 tax revenues, inflation discount, South Mountain Freeway savings, and other project expenses, such as the cost risk analysis. He noted that MAG's terrific relationship with ADOT was instrumental in this process. Mr. Hazlett noted that the surplus represents a \$1.8 billion swing from 2012 to now.

Mr. Hazlett stated that 41 projects can be built with the surplus funds, including about \$2 billion in current Proposition 400 projects. He noted that the pool of projects that the TPC recommended in October 2016 are included in the Rebalancing list. Mr. Hazlett stated that they also have been able to resolve the gaps in project delivery, so that as studies conclude, design, right-of-way, or construction activities can begin. He then reviewed the projects.

Mr. Hazlett noted that on the Loop 101/Agua Fria Freeway, projects include adding lanes for the entire corridor and constructing a Direct High Occupancy Vehicle (DHOV) ramp at the I-10 traffic interchange (nos. 20-22 on the map) are now funded.

Mr. Hazlett stated that the Arizona SR-30 project includes advance right-of-way acquisition and Phase I (interim) construction to coincide with the completion of preconstruction-environmental activities (no. 34 on the map).

Mr. Hazlett stated that the Loop 202/South Mountain Freeway includes maintenance activities related to the Public-Private-Partnership procurement (no. 29 on the map).

Mr. Hazlett stated that widening on I-10/Papago Freeway, between SR-85 and Verrado Way (no. 1 on the map) starts in December 2018. He noted that widening on Loop 303, between Lake Pleasant Parkway and Happy Valley Parkway, starts in January 2019 (no. 37 on the map).

Mr. Hazlett also stated that rebuilding the frontage road on US-60 in El Mirage is no. 39 on the map and funded in the program.

Mr. Hazlett then addressed projects on I-17. One project includes reconstruction from the I-10 Split to 19th Avenue by adding HOV lanes and reconfiguring outdated entrance and exit ramps (project no. 10). He said that another project is reconstruction of the Central Avenue Overcrossing (no. 9 on the map) as soon as possible ahead of light rail construction. Mr. Hazlett stated that eight traffic interchanges to improve east-west connections (nos. 11-14, 16-18 on the map) will be constructed. He noted that projects also include drainage/flood control ahead of planned light rail crossings (no. 15 on the map). Mr. Hazlett stated that the Flood Control drainage project addresses some of the pumping station issues on I-17. Mr. Hazlett also stated that widening of the southbound lanes from Yavapai County to Anthem Way is included in the program as no. 19 on the map.

Mr. Hazlett stated that projects on Loop 101/Pima Freeway include repositioning construction sequencing to start at the I-17 North Stack and proceed east and south to Shea Boulevard. (nos. 23-25 on the map). Mr. Hazlett stated that the program coordinates construction with the Miller Road under-crossing as requested by the City of Scottsdale Arterial Life Cycle Program in order to lessen the time the area is under construction.

Mr. Hazlett stated that the Pima Road Joint Project Agreement Extension has been on the books since 1992 and remains in the program. He noted that work will continue with the Salt River Pima-Maricopa Indian Community to identify project scope and construction (No. 26 on the map).

Mr. Hazlett stated that on the Interstate 10/Papago Freeway, the program includes rebuilding the Sky Harbor West traffic interchange starting in May 2024 (No. 3 on the map). He noted that significant plans exist for Sky Harbor International Airport, particularly on the west side, including the extension of SkyTrain, a new ground transportation center, mid-field taxiways, and a terminal to replace the old Terminal Two. Mr. Hazlett noted that due to Sky Harbor being one of Arizona's largest economic engines, it was decided to move this project forward and include it in the program.

Mr. Hazlett stated that the project on I-10/Maricopa Freeway includes improvements from the SR-143/Broadway Road interchange and add lanes to the I-17 Split (nos. 4, 5, and 6 on the map). He noted how this project considerably expands the originally envisioned Near-Term Improvement Strategy for expanding Interstate 10 between Broadway Road and Loop 202 at the Pecos Stack.

Mr. Hazlett stated that the project on the Loop 101/Price Freeway is to advance construction and extend run-outs on Loop 202/Santan to SR-87 (no. 27 on the map). He noted that as this project

has received its environmental clearances, it could be moved ahead of the I-10 expansion to meet travel demand needs and support the Intel expansion in Chandler.

Mr. Hazlett stated that the project on Loop 202/Red Mountain Freeway includes HOV lanes from Broadway Road to US-60 (no. 28 on the map). He indicated that the US-60/Superstition includes adding lanes to Meridian Road (no. 41 on the map). He noted how these projects, which were originally thought to be a funding substitute for the first phase of SR-24, can now be constructed as part of the program.

Mr. Hazlett stated that the project on SR-24/Gateway Freeway is to advance Phase I (interim) project construction to November 2019 (no. 33 on the map).

Mr. Hazlett stated that in addition to all of the 41 projects, MAG is working with ADOT on Quiet Pavement efforts and they are awaiting data to be included in the program.

Mr. Hazlett reviewed next steps. The Regional Transportation Plan and Transportation Improvement Program Amendments will be developed this Fall. He said that the cash flow will continue to be monitored in cooperation with ADOT and FHWA partners. Mr. Hazlett stated that they have also begun a quarterly Regional Freeway and Highway Program Report. He displayed the draft format.

Mr. Hazlett stated that the \$5.02 billion 2017 Regional Freeway and Highway Program includes \$1.77 billion for construction, \$2 billion in programmed projects, and \$1.25 billion in Rebalanced projects. He remarked that this Program will be magic to the economy.

Mr. Hazlett expressed appreciation to those who participated in the Rebalancing effort. For ADOT, Mr. John Halikowski, Ms. Christine Ward, Mr. Patrick Stone, Mr. Steve Boschen, Mr. Kwi Sung-Kang, Ms. Annette Riley, Mr. Mike Kies, Mr. Clem Ligocki, and Mr. Rob Samour; for FHWA, Ms. Karla Petty, Mr. Aryan Larange, and Ms. Rebecca Yedlin; for MAG, Mr. Dennis Smith, Mr. Eric Anderson, Ms. Teri Kennedy, Mr. David Massey, Ms. Chaun Hill, Ms. Quinn Castro, and Ms. Audra Koester Thomas.

Mr. Hazlett stated that the request is a recommendation to approve the 2016/17 rebalancing scenario of the Regional Freeway and Highway Program, and to incorporate in an amendment estimated for action in the fall of 2017, to the FY 2018-2022 MAG Transportation Improvement Program, currently in draft format, and the 2040 MAG Regional Transportation Plan, currently in draft format, contingent on a new finding of conformity.

Mr. Dave Berry moved, Mr. Roc Arnett seconded.

Mr. Arnett asked for clarification that the spreadsheet dated March 14 included all of the Rebalancing projects. Mr. Hazlett replied yes, and he added that the Map ID on the chart corresponds to the number on the spreadsheet.

Councilmember Nora Ellen expressed her appreciation for all of the hard work on Rebalancing.

Mayor Greg Stanton expressed his appreciation to Ms. Karla Petty, who was in attendance at the meeting, and he noted that Rebalancing could not have been done without this partnership between FHWA and MAG.

Vice Chair Weise expressed appreciation for all of the work. He stated that SR-30 is important to many of the mayors in this room. Vice Chair Weise acknowledged the work of Ms. Karla Petty and her staff, our partner ADOT, and the mayors who put aside their egos and worked toward the greater good. He indicated that he was very comfortable with the Rebalancing moving forward. Vice Chair Weise asked for clarification of the September/October deadline for ADOT to put it in final form.

Mr. Hazlett replied that this will set into motion design and right-of-way activities. He added that the pre-design activities are currently underway.

Vice Chair Weise asked if Mr. Hazlett thought the likelihood that the hybrid alignment of SR-30 would be the final alignment.

Mr. Hazlett replied that he could not say with total conviction because the environmental process would still need to play out. He added that it seems that there is considerable support for the hybrid alignment.

With no further discussion, the vote on the motion passed unanimously. Applause followed the vote.

7. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. Mr. Pryor first addressed the President's proposed budget. He said that the transportation section includes reducing subsidies to Amtrak, adding a focus on regional service and terminating support for long distance service. Mr. Pryor noted one item of concern: limiting funding for FTA New Starts to projects with full funding grant agreements only. Mr. Pryor noted that future investments in new transit projects would be funded by localities that use and benefit from localized projects. He said that two projects in the MAG region could be vulnerable under this proposal: the Tempe Streetcar and the South Central Light Rail.

Mr. Pryor stated that the proposed budget eliminates funding for TIGER grants, which accounted for \$500 million nationally last year. He said that the proposed budget is looking to support nationally significant freight and highway projects for \$900 million annually through 2020.

Mr. Pryor stated that the Housing and Urban Development section of the proposed budget eliminates funding for Community Development Block Grants, which help to fund homelessness programs in MAG region.

Mr. Pryor stated that the President's budget is a proposal and the budget enacted in Congress could be significantly different. He said that he will continue tracking the budget and provide updates.

Mr. Pryor stated that a major infrastructure package has not been confirmed. He mentioned that the Federal Aviation Administration reauthorization bill could possibly become the vehicle for the infrastructure package. He noted that Representative Bill Shuster is the chair House Transportation and Infrastructure Committee. Mr. Pryor stated that the infrastructure package could be more of a financing package of up to one trillion dollars, largely from P3s.

Mr. Pryor then addressed state legislation. He said that SB 1270 (County Transportation Excise Tax; Reauthorization) sponsored by Senator Worsley was heard in the Ways and Means Committee last week. Mr. Pryor noted that Mr. Eric Anderson, MAG Transportation Director, was at the hearing and commented on the bill. He noted that MAG had limited input in the development of the bill. Mr. Pryor stated that SB 1270 passed the Senate, was double-assigned in the House to the Local International Affairs Committee and Ways and Means, where it failed along party lines.

Mr. Pryor noted provisions of SB 1270 include authorizing a county board of supervisors to call and conduct a countywide election for the renewal and extension of a tax for a term of 10 to 20 years. He noted that Maricopa County is the only county in Arizona that does not have this authority. The election would need to be scheduled on even year, general election dates of 2020, 2022, or 2024. Mr. Pryor noted that there were a number of concerns expressed at the Ways and Means Committee meeting, including the percentage of funding for light rail, general election timing, and that the tax could be viewed as a tax increase or new tax.

Mr. Pryor stated that on March 20, 2017, the MAG Executive Committee discussed the bill and potential strategies, starting with the TPC, considerations of the renewal, plan development and process, funding expectations, and new technologies.

Vice Chair Weise noted that he had recently returned from a visit to Washington, D.C., where he met with his Congressional Representatives. He noted that not many details are known about the potential infrastructure program in the President's budget and there are concerns with cuts that fund programs such as CDBG and light rail. Vice Chair Weise expressed that he thought it might be awhile before we find out the details.

Mr. Pryor noted that MAG is receiving daily updates from its national association. He thought MAG needed to monitor it and weigh in if necessary.

Mayor Stanton stated that Senator Worsley has been carrying MAG's water in a big way. He remarked that the Legislature would not allow this region the authority to do its job and there is no good reason for it. Mayor Stanton expressed that MAG should recognize Senator Worsley for his efforts and leadership.

Mr. Smith stated that a Resolution of Appreciation could be presented to Senator Worsley at a MAG Regional Council meeting to acknowledge all of the assistance he has provided to MAG.

Mayor Stanton thought a Resolution of Appreciation was appropriate and the least that could be done.

8. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

9. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor Greg Stanton noted that the NCAA Final Four Basketball Tournament and activities will take place next week. He stated that the basketball games will be held at University of Phoenix Stadium in Glendale and free concerts are planned in downtown Phoenix Friday through Sunday. Mayor Stanton said that the Keith Urban concert is Friday, the Chainsmokers concert is Saturday, and the Aerosmith concert is Sunday.

Vice Chair Weise stated that this last weekend was the second to the last race at Phoenix International Raceway before its \$180 million refurbishment begins. He noted that the event brought almost 100,000 people to the City. Vice Chair Weise stated that the refurbishments are greatly needed.

Mayor Greg Stanton congratulated Mayor Georgia Lord on her overwhelming reelection. Mayor Lord was applauded.

Adjournment

There being no further business, the meeting adjourned at 12:50 p.m.

Chair

Secretary